

FIRST EDITION

SECOND EDITION

LATEST BY TELEGRAPH.

FRANCE

The New Ministry Just Appointed by Napoleon.

MINISTER OF WAR. Marshal Niel is aged 67, and took part in early life in the Algerian campaigns. He was attached to the French expedition to Rome in 1848, and served with distinction. When war was declared against Russia he joined the Baltic expedition, and commanded the engineers at the taking of Bomarsund, and received for his services the title of aide-de-camp from the Emperor. In January, 1853, he arrived in the Crimea, and made a report upon the progress and management of the military operations there. Three months later he became commander-in-chief of the engineers of the Army of the East, and directed the siege of Sebastopol. In 1857 he was made a senator, and as an aide-de-camp to the Emperor was charged to act officially in the name of Napoleon. At the commencement of the Italian war he was named commander of the Fourth Corps of the Army of the Alps. In consequence of the victory of Solferino, in which the artillery played so important a part, he was made Marshal of France, and has since written a work on the siege of Sebastopol.

MINISTER OF FINANCE.

The Minister of Finance, Pierre Magne, is a prominent figure in the financial world. He was born in 1818, and studied law at the University of Paris. He was named Minister of Finance in 1859, and held the office until 1867. He was a member of the Council of Ministers, and was a senator. He was a member of the Council of Ministers, and was a senator. He was a member of the Council of Ministers, and was a senator.

MINISTER OF COMMERCE.

A. Leroux, Minister of Commerce, is a rich proprietor of Vendee, and at Paris in early life controlled the banking house of his father, one of the most important in that city. He was a member of the Council of Ministers, and was a senator. He was a member of the Council of Ministers, and was a senator.

MINISTER OF JUSTICE.

The Minister of Justice, M. Duvergier, was called in 1855 to the Council of State, and in 1864 was one of the commission charged with examining the questions pending between the Egyptian Government and the Canal Company. He was a member of the Council of Ministers, and was a senator. He was a member of the Council of Ministers, and was a senator.

MINISTER OF PUBLIC WORKS.

E. V. Gressier, Minister of Public Works, is an advocate of Imperial Court, and member of the General Council for the canton of Corbie. He was elected as a Government candidate for the fifth circumscription of the Somme in 1863, receiving 19,228 votes out of 38,693 voters.

MINISTER PRESIDENT OF THE COUNCIL.

Justin Napoleon Samuel Prosper Laubart, Minister President of the Council of Ministers, is a French politician and statesman, although an Italian by birth. He was born at Alessandria, Piedmont, in the year 1805, and studied in the Lycee Louis Le Grand. He entered the Department of the Interior in 1839. He visited Algeria, and was despatched to Algeria, where he served at the siege of Constantine. In 1837 he was elected to the legislative body, and in 1838 appointed a Councillor of State. He served as Minister of Marine from 10th of April to 30th of October, 1851.

MINISTER OF FOREIGN AFFAIRS.

This Minister is descended from one of the most ancient and distinguished families of France, dating back to the twelfth century. He was born at Paris on the 22nd of October, 1823, his father being Prince Charles Melchior Philippe Bernard. At the time of the coup d'etat in 1852 he was a young man of twenty-nine years of age, and was distinguished for his abilities, diplomatic and otherwise. He was promptly living in his adoption of the empire, he was received into the favor of the Emperor Napoleon, and after the lapse of a few years was named Senator of France, holding that position with credit. In August, 1851, he married Emilie Calcedon, daughter of the Emperor, and she had one child, a young man, born in June, 1852. His wife died at Florence on the 8th of March, 1857, and he has not married again.

MINISTER OF MARINE.

The newly-appointed Minister of Marine is an admirer of the imperial navy. He was born at Rochefort on the 13th of April, in the year 1827, and attended the school of Marine in France in 1845. He entered the navy in 1830, and was captain of a frigate in 1841, a member of the Admiralty in Paris in 1853, and rear admiral of the naval brigade operating against Sebastopol in 1854. In the year 1856 he was despatched to command the fleet in the China seas, and there co-operated with the British at the capture of Canton in 1857. He was promoted Grand Officer of the Legion of Honor in 1855, and created Senator in 1859. In the month of January, 1869, he took command of the squadron in the Mediterranean, and was named Admiral January 27, 1864. He was Minister of Marine in 1867. The Admiral has paid much attention to the development of the French scientific fleet, and is a practical as well as a theoretical writer, as well as a navigator, and has edited some two or three popular works in Paris.

MAST HOPE.

After the Disaster—Arrest of the Engineer—What He Has to Say—Foresight of the Victims.

From the special correspondence of the New York Times for Pat. Jervis, N. Y., Sunday, July 18, we take the following: James Griffin, the engineer who is arrested, by his own carelessness sent eight or more souls into eternity by the horrible disaster at Mast Hope, Pa., was arrested, as from the city papers it is ascertained. A detective at that place took him to Great Bend, Pa., where a warrant from the authorities was issued, and he was arrested and placed in charge of officers until the arrival of police from Port Jervis and Connetquot county, who put him in a boat on board the first train East, arriving in Port Jervis yesterday at noon. Upon the arrival of the train carriages were in waiting, and he was quietly conducted to one of them, and immediately started for Milton, the county seat of Pike county. A crowd had congregated at the depot to get a glimpse of the prisoner, but the railway officials managed the affair so quietly that he was on his way to jail ere his friends or the curious could catch a glimpse of him. At Milton he was given in charge to Sheriff Cornelius, who placed him in jail. I understand an effort will be made to-morrow to secure his release on bail.

MINISTER OF THE INTERIOR.

M. la Roquette, though not prominent for so many years as most of his colleagues in the new Ministry, has been for some time distinguished as one of the advisers of Napoleon. The first prominent office held by him was in 1861, when he was appointed a Councillor of State and Director-General of Customs and Indirect taxes. During the year following he was promoted to the position of Minister of the Interior. He was appointed a Councillor of State and Director-General of Customs and Indirect taxes. During the year following he was promoted to the position of Minister of the Interior. He was appointed a Councillor of State and Director-General of Customs and Indirect taxes.

THE SUEZ CANAL.

The Ceremonies Which Will Attend its Opening—Interesting Letter from M. Lesseps.

On the 17th of November next the Suez Canal will be opened. The work was carried through by Ferdinand de Lesseps, the distinguished French engineer, and cousin of the Empress Eugenie. The work was partially begun in 1854, but not till 1859 did it fairly commence. The mere cutting of a canal of such length through the level isthmus was a small job compared with the obstacles which had to be overcome. After the right of way had been ceded by the Turkish and Egyptian Governments for cutting a canal, the British Government, the representatives of Russia, Austria, and the power of the Orient, and the Peninsular and Oriental Steamship Company, was brought to bear in getting the commission withdrawn. The canal is finally a triumph over all obstacles; the work is finished, and cost \$80,000,000; the stock is held in all the countries of Europe, and so to be ready.

GENERALITIES.

A Presidential Aspirant.

The only Democrat who seems to be fully up to the age is the Hon. Augustus Oakley Hall, Mayor of New York. He has bid adieu to conservatism, old-fogyism, and the notions that were in dispute before the flood, and goes forth on a new campaign with the flag of free Cuba in the air, and the banner of progress in the hand. He is a man of energy, and a man of genius, especially in yacht-building and sailing, in the other. He does not believe in fighting over again the battles in which the party has been beaten because it deserved to be.

After Botic.

At a meeting of the Maine Historical Society, a few days since, a resolution was passed, expressing regret that any officer of our Government with a sweep of his pen should endeavor to obliterate from our gallant navy the beautiful and cherished names given to our public ships on wise considerations, and which serve to perpetuate the terms appropriately applied by the native inhabitants to their streams, their mountains, their cataraets, and the familiar objects of their daily life, than which none could be more pertinent or of striking significance.

The Hoosac Tunnel.

Work on the central shaft of the Hoosac Tunnel, where the total accident happened two years ago, is now progressing at the rate of a foot a day. It has now reached a depth of 705 feet, and is expected to be completed in three years. The tunnel is to be excavated by the March next. At the eastern end of the tunnel they are putting up six of the improved compressed-air drills. The heading of the western end is one and a half miles from the eastern end. Gangs of miners are constantly at work on the headings, while others are carrying out the enlargement, 150 feet of which is made. Three hundred and sixty feet have been taken from the heading since the first of April. At the rate of the rock now being drilled, it will take this week it will probably amount to more than 50 feet. At each blast that is made on the enlargement 20 cubic yards of rock are displaced. At this rate of progression, the tunnel can be completed in three years.

Salt Fish Dinners.

The habit of eating salt fish for dinner at least once a week was universal here for more than a century, until the great influx of wealth in the heyday of our foreign commerce broke over us, and partly in the patriotic principle of giving every encouragement to a business on which our support as a fishing town depended. Saturday was selected by our worthy great-grandfathers for their fish dinners, and the people of this plain fare, perhaps moistened with good wine—procured in exchange for our fish from Lisbon, Cadiz, Bilbao, Madeira, etc.—with stronger liquors from the West India Islands, was good enough to bring together the cultivated and high-bred people of that day.

Hugo's Devil-fish.

Captain James Johnson, of the sloop Susan Brewer, which arrived at Skidmore's wharf a day or two since, brought with him a portion of an unknown sea animal, which he caught in a seine while fishing off Smith's Island, near Cape Charles. The fish, when hauled ashore, attracted the attention of every one in that neighborhood, and was pronounced by the most ancient and experienced fishermen to be a "devil-fish," or "sea devil," which they had ever seen. In shape it resembled the butterfly, with pectoral wings, shaped like the human hand; a head formed like a bulldog's; tongue as hard as ivory, and instead of teeth two rows of small, sharp, pointed teeth, one from tip to tip, was twenty feet, with a tail six feet long, about the size of a telegraph wire, and resembling a black leather whip lash—weighing over one thousand pounds. It was white on the belly, but spotted all over the back with round white and black marks, about the size of a five cent piece, very much in appearance like ladies' mourning muslin, which, it is said, made it a beautiful sight while in the clear sea water. As stated above, every one who has seen this fish pronounces it a nondescript, and the only conjecture which has been made is that it must be the "devil-fish," about the existence of which much has been said, though no one in these parts has ever seen one, unless in this case.—Washington Star.

Matrimony in Michigan.

At Burr Oak, Michigan, last week, a young woman, aged about twenty-three years, who had part of her hair cut off, deliberately went off with her husband's youngest brother. All was done with the full knowledge of the injured husband. His wife packed up her bed and clothing in his presence, which were placed in a wagon, together with herself and child, by her parents, when they were driven about a mile from the residence of her husband's father, the husband and another brother following on foot. Here the whole matter, contemplated for over a year, was freely and deliberately talked over the woman declaring, "I will never be parted from the man who has been my husband, and who has ministered to my duties as his predecessors." The newly-appointed Minister of Marine is an admirer of the imperial navy.

SECOND EDITION

LATEST BY TELEGRAPH.

Virginia and German Emigration—New Settlements Springing Up—Movements of General Sherman—Desperate Affray in Brooklyn—Market Quotations.

FROM WASHINGTON. The Virginia State Debt. Despatch to the Associated Press. WASHINGTON, July 19.—The Virginia State debt will not be paid before January next, and it has been arranged to pay it even at that time. An Austrian Family to Settle in Virginia. The Richmond Whig says:—We have information that eighty Austrian families, from the neighborhood of Vienna, are coming to settle near Richmond. They have already disposed of their effects in Austria, and are awaiting the return of their agent, who has been recently to make arrangements for them. He is now en route for that country. Those already here are delighted with their prospects.

FROM NEW YORK.

Desperate Affray in Brooklyn Last Night.

Despatch to the Associated Press. BROOKLYN, July 19.—Edward Fagan and William Cullen, between whom some difficulty had existed, met in Columbia street last night, and Fagan asked Cullen to take a drink. Cullen refused. An altercation ensued. Fagan discharged a revolver in rapid succession at Cullen, one bullet nearly taking the latter's ear off, a second slightly wounding his shoulder, and a third entering his back under the right shoulder-blade, lodging in the right breast. This last bullet has not been extracted, and it is thought the wound will prove fatal. Fagan was subsequently found secreted in a house in the neighborhood, and has been locked up to await the result of Cullen's wounds. Both men are rather notorious characters.

FROM BALTIMORE.

A Wealthy Baltimorean Ill—Black Measles.

Special Despatch to the Evening Telegraph. BALTIMORE, July 19.—John Hopkins, Baltimore's wealthiest citizen, is now at Cape May, very ill. There were rumors of his death, which are contradicted. The black measles on the barque Olbers, from Bremen, have abated. All the sick were sent to the Marine Hospital. No adults were afflicted. Herman Hartman, third engineer on board of the Bremen steamer Leipzig, died on her arrival here of apoplexy.

FROM NEW ENGLAND.

General Sherman to Attend Dartmouth Commencement.

Despatch to the Evening Telegraph. BOSTON, July 19.—General W. T. Sherman, accompanied by his daughter and Colonel Underwood, aide-de-camp, left here this A. M. to attend Dartmouth commencement.

The Weather at the Sea-side.

JULY 19.—A. M.—Atlantic City. Wind north-west. Cloudy. Thermometer, 72. Cape May. Wind east. Hazy. Thermometer, 63. Long Branch. Wind east. Cloudy.

Markets by Telegraph.

NEW YORK, July 19.—Stocks unsettled. Money 3 1/2 per cent. Gold, 126. 5/8. 1869, 126 1/2. 1868, 126 1/2. 1867, 126 1/2. 1866, 126 1/2. 1865, 126 1/2. 1864, 126 1/2. 1863, 126 1/2. 1862, 126 1/2. 1861, 126 1/2. 1860, 126 1/2. 1859, 126 1/2. 1858, 126 1/2. 1857, 126 1/2. 1856, 126 1/2. 1855, 126 1/2. 1854, 126 1/2. 1853, 126 1/2. 1852, 126 1/2. 1851, 126 1/2. 1850, 126 1/2. 1849, 126 1/2. 1848, 126 1/2. 1847, 126 1/2. 1846, 126 1/2. 1845, 126 1/2. 1844, 126 1/2. 1843, 126 1/2. 1842, 126 1/2. 1841, 126 1/2. 1840, 126 1/2. 1839, 126 1/2. 1838, 126 1/2. 1837, 126 1/2. 1836, 126 1/2. 1835, 126 1/2. 1834, 126 1/2. 1833, 126 1/2. 1832, 126 1/2. 1831, 126 1/2. 1830, 126 1/2. 1829, 126 1/2. 1828, 126 1/2. 1827, 126 1/2. 1826, 126 1/2. 1825, 126 1/2. 1824, 126 1/2. 1823, 126 1/2. 1822, 126 1/2. 1821, 126 1/2. 1820, 126 1/2. 1819, 126 1/2. 1818, 126 1/2. 1817, 126 1/2. 1816, 126 1/2. 1815, 126 1/2. 1814, 126 1/2. 1813, 126 1/2. 1812, 126 1/2. 1811, 126 1/2. 1810, 126 1/2. 1809, 126 1/2. 1808, 126 1/2. 1807, 126 1/2. 1806, 126 1/2. 1805, 126 1/2. 1804, 126 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